



### **SPOT Local Input Point Assignment Methodology**

The Statewide Mobility category in Prioritization 3.0 is 100% data driven. Therefore the remaining Regional Impact and Division Needs categories can involve up to three scoring components: 1) a data driven, quantitatively scored estimate of project need, 2) RPO local priority score, and 3) NCDOT Division Engineer priority score. This document will focus on number two, how the Peanut Belt Rural Planning Organization (PBRPO) assigns its RPO local priority score to projects. The PBRPO has 1200 points to expend on projects across modes (down from 1300 during last Prioritization).

During every SPOT cycle the PBRPO will create a Prioritization Sub-committee where at least one voting member from each of the four counties will participate. This Sub-committee will make the initial draft local point assignments.

NCDOT intends to return the RPO's scored projects from the data driven process (the first component above) in early *May 2014*. These scores will consider a range of factors including:

- Eligibility requirements
- Relative need
- Competitiveness based on the NCDOT's quantitative scores under P3.0 criteria

Once the scores are returned in May, the RPO will be able to apply local points. Those local points will be assigned based on two factors with each factor being of equal consideration.

The first factor is the quantitative score (the first component above) produced by NCDOT using the formulas for each mode of transportation previously agreed upon. The PBRPO Prioritization Sub-committee will consider this score to be 50% of the overall RPO local priority score.

The second factor is the qualitative comparison the PBRPO Prioritization Sub-committee will use to evaluate local projects across all modes of transportation. This comparison will be based on percent weights of the following criteria:

- Crash history – 25%
- Transportation Plan Consistency – 10%
- Economic Development/Employment access – 25%
- Multimodal elements – 10%
- Existing deficiency – 30%

Each project will be evaluated based on the total number of points they receive according to the criteria below. Those projects that most meet the need established by the criteria will receive the most points. The PBRPO Prioritization Sub-committee will consider this comparison to be 50% of the overall local priority score.

All projects, regardless of mode, will be scored within these 2 factors and the output of this process (using NCDOT Data plus the 5 Criteria Driven Factors) will translate into a preliminary assignment of points per project to share with the public.

### **Ranking Process**

The Peanut Belt Rural Planning Organization receives 1200 points at both the Division and Regional level. Once all projects are scored using the methodology described below, the PBRPO staff will develop a ranked list of projects within the RPO based on the outcome of the scoring. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The top two (2) scoring Division and top two (2) scoring Regional level projects within each county will be allocated 100 points to reach the PBRPO's total allocation of 1200 points. In the event that any counties do not have at least two Division or two Regional level projects, additional projects will be selected from the top of the list of remaining Division or Regional projects within the RPO as a whole in order to reach the PBRPO's allocation of 1200 points. This promotes geographic equity of projects. The allocation of points for the top project per county will equal 50% of the projects total score. Scoring based on the criteria below will account for the other 50% of the projects total score and no project may score more than 100 points based on the criteria. Should two or more projects of the same or different modes tie, the Strategic Prioritization Office of Transportation (SPOT) score will be used as the tie-breaker.

**\*\*\*PBRPO to work on with Mid-East and Albemarle RPO's for Regional level criteria\*\*\***

<b>Criteria</b>	<b>0 points</b>	<b>10 points</b>	<b>20 points</b>
<b>Crash history (25%)</b>	0 crashes	10 or fewer crashes	11 or more crashes
<b>Transportation Plan consistency (10%)</b>	Project is not in STIP, CTP, LCP, or other locally adopted plan		Project is in STIP, CTP, LCP or other locally adopted plan.
<b>Economic Development/ Employment access (25%)</b>		Provides direct access to an existing employment center with more than 200 employees	Provides direct access to an active industrial/business park or proposed new employment center with more than 200 employees.
<b>Multimodal elements (10%)</b>	Project does not incorporate or connect to facilities of another mode		Project incorporates or connects to facilities of another mode
<b>Existing deficiency (30%)</b>	Existing facility/service available	Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available.

The PBRPO Prioritization Sub-Committee will assign local input points to the projects based on these two factors. Those preliminary point assignments, as well as this document and any description of how the preliminary points were assigned, will be published on the PBRPO webpage ([www.peanutbeltrpo.com](http://www.peanutbeltrpo.com)), and advertised as such, for public comment in the 30 days leading up to the PBRPO meeting (August 2014) where priorities will be adopted.

Those public comments will be considered by the PBRPO Prioritization Sub-committee, the full Technical Coordinating Committee (TCC) and the full Transportation Advisory Council (TAC) before the final local input points are agreed to and voted on for final approval by the Peanut Belt TAC.

The window to apply local points into NCDOT's Partner Connect site is from June 2 to August 29. Any consideration of public input will be applied to projects at a TAC meeting, to be held prior to August 29, 2014. The public is encouraged to attend this meeting to make further comments as they see fit. Immediately following the August 2014 PBRPO meeting, the adopted final project list and each score will be published on the PBRPO webpage for public consumption. Any justification/rationale for point assignments made by the TAC which deviate from this Local Methodology will be placed on the RPO website.

